

**GOVERNMENT OF INDIA
COMMERCE AND INDUSTRY
LOK SABHA**

UNSTARRED QUESTION NO:2413
ANSWERED ON:31.07.2017
UNWP 29 Agreement, 1958
Jena Shri Rabindra Kumar

Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

- (a) the details of Ministry's stand on joining the UN WP 29 Agreement 1958 on harmonization of global technical regulations;
- (b) the details of technical and commercial issues which are to be considered prior to joining the agreement and whether they will be altered in case the Government decides to sign the agreement and if so, the details thereof;
- (c) the details of advantages and disadvantages to India once the country enters into the agreement;
- (d) whether India is considering the inclusion of Global Technical Standards into its regulatory system and if so, the details thereof; and
- (e) if not, the steps which are being taken to be aligned with global standards?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (INDEPENDENT CHARGE)
(SMT. NIRMALA SITHARAMAN)

(a): Ministry of Road Transport and Highways has informed that it has reviewed India's position regarding the United Nations Economic Commission for Europe (UNECE) 1958 "Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions", with the stake holders. Possible benefits for India from this Agreement and concerns were examined.

(b): UN ECE 1958 Agreement has been recently revised and would come into force later in 2017. Once the revised 1958 Agreement is established, further detailed study would be needed for the techno commercial impact, obligations and rights of the Agreement involving the stakeholders. Some of the important areas required to be looked into to before joining 1958 Agreement are India's transportation needs; availability of affordable suitable technology to make progress in safe and green road transportation; infrastructure requirements related to test facilities for mandatory testing and certification of vehicles, vehicle systems and components etc.

(c): Mutual acceptance of approval under 1958 agreement would give better opportunity for exports for India. However, at this moment India is net importer in automotive sector. Exports by Indian manufactures are mainly to other developing regions and not substantially to those countries who are signatories to 1958 agreement.

(d): Even if India is not a signatory to UN ECE 1958 Agreement, UN Regulations, which are formulated under this agreement, form strong basis of automotive regulatory requirements in India. Similarly, under UN ECE 1998 Agreement, Global Technical Regulation (GTRs) on vehicles are formulated. India is signatory to this particular agreement (1998 Agreement) since 2006 and India is committed for transposition of GTRs into national regulations after examining their relevance and suitability in the Indian context.

(e) : In view of answer to (d) above, the question does not arise.
